CANADIAN BOAT BEATS CHALLENGER FOR SEAWANHAKA CUP BY THREE MIN-

UTES AND SIX SECONDS. Dorval, Que., Aug. 1.-With weather favorable lo his boat and good seamanship Duggan, the skipper of the Canadian defender, Glencairn III, on his first race and the third of the series for the Seawanhaka Cup this afternoon. From the start, when the Glencairn crossed the line nine seconds ahead, it was apparent that the Canadian boat had a much greater advantage over the American challenger than she has had in the present races, and, while on the first leg, which was a beat to windward, the Constance rounded the buoy fifty-three seconds ahead of the Glencairn, the spirits of the supporters of the Canadian boat rose high. It was either to be a Glencairn victory or else a close finish. It had been thought that the Constance would have gained more on this leg, as yesterday she had shown conclusively that she could beat to windward much better than the Canadian boat.

After rounding the first buoy the Constance set a spinnaker well forward, using it as a balloon jib, while the Glencairn held on under a reaching jib for a time, when she followed her rival's example. Here something seemed to be the matter with the Glencairn's foresail, and Duggan took in his large jib. Both boats carried full mainsails and the Glencairn appeared to gain slightly, and when the second buoy was rounded by the Constance at 2:06:20 it was shown that the Glencairn was thirty-five seconds behind, having reduced her rival's lead by

On the first leg of the second round, which was another beat to windward, the Glencairn held close to the American beat. Sometimes one seemed to be gaining and then the other. The Glencairn was now sailing much better than before, and she rounded the six mile buoy just forty-one seconds after the Constance, having lost only six seconds on this leg to windward. The Constance now followed new tactics ing to force the Glencairn into the shore ting her, but the Glencairn went on, and finally eting her, but the Glencairn went on, and many did succeed in blanketing the Constance. The Glencairn began to pull a little ahead, and as she neared the cight mile buoy she slowly increased the distance between her and the Constance, rounding the buoy at 2:51:37, just twenty-two seconds ahead of the Constance, having gained one minute and three seconds in this two mile run before the wind. The wiph had two mile run before the wind. The wind had now dropped somewhat, and the hopes of the Canadians ran high: it was now a sure race for the Canadian boat. That their hopes were well grounded was shown by the fact that on the last leg to windward the Glencairn gained thirteen seconds on the Constance. On this leg both boats jockeyed, going about and about in an effort to blanket each other. The Glencairn and the constance of the constance of the constance of the constance of the constance. an effort to blanket each other. The Glencairn finally passed the ten mile mark at 3:22:20, the Constance following thirty-five seconds later. It was now a sure race for the Canadian boat,

the only question being the amount of wind. The wind was becoming lighter, and this run before the wind was the slowest of the day. The Glencairn gradually forged ahead and finished at 3.53:26, three minutes and six seconds ahead of the Constance. Following is the official start, finish and elapsed time:

Boats Glencairn Constance	Start. H.M.S. 1:25:07 1:25:16	11	M S. 58:26 56:32	H.M.S 2:28:11 2:31:10
Pollowing is the or	fficial tir	ne of	the	rounding
of each buoy:		Glenc	airn.	Constance

The race to-morrow, which will be over a triangular course, is looked forward to with in-

tense interest by yachting circles here. DOES NOT CARRY A LEE HELM W. BUTLER DUNCAN DENIES AN IMPORTANT RE

W. Butler Duncan, the manager of the Defender,

has said positively that the Defender does not carry a lee helm, all reports to the contrary not-'I have had the wheel on the Defender myself,'

said Mr. Duncan, "and have let go of it purposely to see whether she would come up into the wind or She has come up into the wind every The better pointing of the Columbia is more

noticeable in light airs than in stronger breezes. As to the superiority of the Columbia on other points of sailing, no better testimony need be taken than that of Mr. Duncan himself, who is not likely to belittle the speed of the boat that he has in charge. He says.

"There never has been a time in all our sailing when the Columbia has not been doing a little bet ter than the Defender, except, possibly, with spinnakers in the race at Larchmont, but that could be easily accounted for by the poor handling of the Columbia's spinnaker.' These expressions of opinion, as coming from Mr.

are interesting, but in speaking of the lee helm, which "Hank" Haff asserts over his own signature was carried by the Defender, Mr. Duncan does not say whether or not the Defender was being heavily pressed and going hard when he let so the wheel to see if she would run up. If well laid over while sailing the lee bow will run alcurve of the model at the bows doing the steering. The tendency toward lee helm in the Defender, as

The tendency toward lee heim in the Defender, as referred to by Captain Haff, was particularly noticeable at the times she first received new winds, or catspawe, coming from different directions, in which cases the boat, like many other modern racing craft that have little or no grip forward, payed off too much before she gathered way and got a better baiance. This, in the course of a day's sailing, particularly in shifty catspaws, means a good deal of deteriment, but until some facts are published on the subject it may fairly be expected that the same peculiarities will be exhibited in certain conditions by the Columbia, and perhaps also by the Shamrock.

As to the Columbia, it may be said that Herreshoff has experimented with more boats of different sizes in regard to the true and correct placing of Reels than any amateur who is not a practised designer; and though to some people who have raced yachts for a lifetime the whole keel of the Columbia seems somewhat too far aft, it may be taken for granted in the interim that Herreshoff knows best.

The Shamrock is evidently cut away to a similar

The Shamrock is evidently cut away to a similar arge extent forward, but whether her fin, her physical grip on the water, is placed as far aft as in the Columbia still remains a secret, which may be may not be of value to Mr. Fife.

Revelations worth months of patience will be made when the side views of both these boats are shotographed in the drydocks of the Erie Hasin. From those views will be obtained knowledge of the highest degree of interest for yachtsmen.

YACHTS TO RACE TO-DAY. GOOD PROSPECTS FOR TEST OF THE COLUMBIA AND THE DEFENDER.

Newport, R. I., Aug. 1.-With a gentle southwest wind blowing up the Bay and the water placid, the prospects to-night for the race between the Columbia and Defender to-morrow are good. A stronger southwest wind, under fair skies, is expected, and this will give to the blg yachts a chance to work in light weather. Both yachts went out for a spin this morning, chiefly to try their canvas. They had a short brush, running down as far as Point Judith, the Columbia under a working topsail, and the Defender under a club topsail. Both ran back to the lightship with spinnakers set. On the Columbia it was stated that the new mast worked

When the Columbia came in she made her moor. Ing at the entrance of Brenton's Cove, while the Defender anchored off the torpedo station. A short time after the United States dispatch boat Dolphin. with Secretary Long on board, came up the Harbor. The steam yacht Sultana, owned by Mr. Drexel, which will carry the Regatta Committee at the race, is at Nar. agansett Pier to-night, but she will be back in the morning. Every one expresses delight at the appearance of the steel mast of the Columbia, with its telescoping topmast, and the

towering mast looks shapely. towering mast looks shapely.

The course for the race will be the same as in the first race, a triangular one, from Brenton's Honey Horser, h. m. (Snow).

Reef Lightship, about southwest, six and a half. Reef Lightship, about southwest, six and a half miles, to a mark boat off Point Judith; then east by south to a mark boat off West Island, twelve miles distant; then to Brenton's Reef Lightship, we miles, and repeat.

although the other courses have been named as follows: Course B, the reverse of Course A, Course C, from Brenton's Reef Lightship to Hen and Chickens Lightship, at the entrance of Buzzard's Bay: then to the Vineyard Sound Lightship, or Sow and Pigs Lightship, and back, thirty-four miles, and Course D, the reverse of Course C. With the wind from the southwest Course A will give to the yachts a beat of six and a half miles to Point Judith. Not many steam yachts are in the harbor to-night, and the chances are that the race will not be witnessed by so many craft as the first race. The flagship Corsair is not here and is not expected, as she is being prepared for the New-York Yacht Club cruise.

THE METEOR WINS THE CUP.

DEFEAT OF THE BRITANNIA BY THE KAISER'S YACHT.

BRILLIANT OPENING OF THE COWES REGATTA-DE CASTELLANE FLYS THE STARS

Cowes, Aug. 1.-The regatta of the Royal Yacht Squadron was opened to-day, with beautiful weather and big crowds affoat and ashore. The

starters in the race for the Queen's Cup were the Prince of Wales's Britannia, Emperor William's Meteor, the Satanita, the Rainbow, the Betty, the Roseneath and the Cetonia. The course was the old Queen's Course to the westward, around Lymington Spit Buoy, then eastward, around the Bullock Buoy, finishing off Cowes. The Britannia and the Meteor crossed the starting line together. The Britannia took the lead, but the Meteor rounded Britannia took the lead, but the Meteor rounded Lymington Spit Buoy a minute ahead, with the others close up. The Meteor allowed the Britannia ten minutes. The Meteor finished at 3:45:15. The Britannia finished at 3:56:50, and the Satanita at

4:13:50. The Meteor won The defeat of the Britannia caused considerable regret, and yachtsmen are wondering what the Shamrock would have done had she been here,

The Meteor's victory disappoints Englishmen for a double reason. First, because they do not like to have the cup go to a foreigner, and, second, because the result causes doubts as to the Shamrock's speed and capacity.

The Prince of Wales was deeply interested and keenly anxious to win. His first question on landing was, "How much have I lost by?" When told by over one and a half minutes, he seemed anything

The Meteor's fine form is attributed to her change since last year from cutter to yawl rig; and a prominent yachtsman expressed the opinion that she would now prove a formidable rival to the Shamrock.

The Prince of Wales and the Duke of York were board the Britannia. The racing was seen from the royal yacht Osborne by the Princess of Wales, Princess Victoria of Wales and the Duchess of York. There was a brilliant gathering of the 'smart set" on the lawn of the Royal Yacht Squadron, including Mr. and Mrs. A. J. Drexel, who are occupying Norrey's Castle, and their the Duchess of Somerset and Mmes. Rupert, Beckett, Kennett and Wilson. Lady Randolph Churchill and Lady Lister Kaye, who have chartered a yacht in partnership and are living it, near Osborne, were also on the

A capital sailing breeze was blowing, and the day's racing was exciting. The roads presented a brilliant spectacle. There were yachts there flying the flags of all nations. Count Boni de Castellane's Valhalla was flying the Stars and Stripes, as were A. V. Armour's Utowana and A. J. Drexel's White Heather, which the Duke and Duchess of Somerset are to hire later. It is said Mr. Drexel will soon build a 1.800-tonner for transatlantic purposes.

The Marquise de Gallifet and her son are guests of the Castellanes. Count de Castellane's gray morning suit and Panama hat were conspicuous mong the blue serges and yachting caps, which are the regulation here.

Lady Randolph Churchill has hired a small yacht or the week, and is frequently seen on board of Howard Gould's yacht Niagara, although the wner of that vessel will not arrive before the end of the week.

The Prince of Wales and the Duke of Connaught came on the Royal Yacht Squadron lawn for a few minutes in the evening, and conversed with Mrs. George Keppel and the Princess of Pless. Both

George Keppel and the Princess of Pless. Both these ladies were white serge suits.

Not is understood that the Queen was an interested spectator from the balcony of Osborne House.

The Prince of Wales presided this evening at the banquet of the Royal Yacht Club. Sixty guests were present. Including the Duke of York, the Duke of Connaught, Lord Dunraven and Admiral von Eisendecker, who represented Emperor William.

The Prince of Wales, on behalf of the club comsioned Admiral von Eisendecker to compliment the Emperor upon his victory.

London, Aug. 2—"The Dally Telegraphia" Cowes London, Aug. 2 .- "The Dally Telegraph's" Cowes

correspondent says: seems doubtful, so far as can be judged, whether the Britannia is sailing up to her old form.

whether the Britannia is sailing up to her out orm. She did not appear to move so well as formerly. The Meteor's change of rig seemed to make little difference in her speed."

"The Times" says: "The day was a somewhat lucky one for the Meteor, inasmuch as the force of the wind sufficed to cause her to travel at a rate of speed which she would not have exceeded when in cutter rig. Indeed, it is quite possible that, in the weather circumstances of the day, she would have proved to be as fast-as the Shamrock, though much less or much more wind might have altered the result."

SHAMROCK PUTS ON OCEAN RIG. WORKMEN HAVE TROUBLE CARRYING OUT THE

ORDERS OF LLOYDS AGENT. Greenock, Aug. 1 .- The America's Cup challenger Shamrock bent her jury sails to-day, preparatory to starting on Thursday for the United States. Lloyds agents were very exacting in regard to strengthening the yacht, and the workmen have had great difficulty in boring holes in the aluminum. Her compasses will be adjusted to-morrow.

challenger will proceed to Fairlie about noon on Wednesday, and will remain there for the night. Sir Thomas Lipton's steam yacht Erin will join the Shamrock on Thursday morning, and the two vessels will start for America at about 10 o'clock.

HARNESS RACING.

ACE FURNISHES THE SENSATION OF THE DAY AT COLUMBUS.

Columbus, Ohio, Aug. 1.-The sensation of the second day's racing of the Grand Circuit meeting was the performance of Ace in the 2:10 pace (unfin ished). The Canadian horse surprised even his warmest admirers by his staying qualities and speed, winning the third heat of the race in the fast time of 2:0514. It was an ideal day for racing and the track was very fast. The sport was in contrast to that of yesterday, each race furnishing some interest and excitement. There was a long delay in starting the first race, the 2:17 trot, occasioned by the drawing of Pilot Evans. This horse, which was formerly owned by M. W. Janes, of Willard, Kan., had been purchased the previous night, after pools had been sold on the race, by N. W. Hubinger, the owner of Royal Baron, which was entered in the same race. As Hubinger could not, under the rules, start both horses, Pilot Evans was drawn. A protest was at once raised by those who had bought pools, as the gelding had been considered a factor in the race. A compromise was reached by declaring off all pools in which Royal Baron had been favorite or in which Pilot Evans had figured in the field. Royal Baron was laid up the first two heats of the race, and then won easily in consecutive heats, Wilask being the only horse able to push him.

Americus was the favorite in the 2.19 trot, but after he had taken the first heat Free Bond won in consecutive heats with scarcely an effort.

The 2:10 pace proved interesting. Three were eleven starters, and Ace sold favorite in the pools, with The Maid a close second. Ace was heavily backed on the strength of his showing at Detroit, when he pushed Hal B. in two fast heats, finishing second. The Canadian horse made a poor showing in the first heat, and could do no better than finish third in the second. His backers did not waver, however, and the speed which he showed in the third heat indicated that their confidence had not been misplaced. Ace took the heat after a neck and neck brush with The Maid all the way round the track to the stretch, where Eyelet shot by The Maid and made a game but unsuccessful effort to beat out the leader. Ace won the fourth heat by an easy distance, but darkness prevented the race being finished.

Fred Kohl, a black horse by Guy Wilkes, dam Mystic, went to beat his record of 210 paced by a running mate, and trotted a mile in 2:97%. The summaries: backed on the strength of his showing at Detroit,

TROTTING-2:17 CLASS-PURSE \$3,000 Royal Baron, b. h., by Baron Wilkes (Spear) 7 6 1 1 1 Wilask, br. b. (Eckers) 1 2 5 2 2 Jack D. b. g. (Snow) 4 1 2 8 3 Time—2:11½, 2:12½, 2:12, 2:12½, 2:12½

PACING-2:19 CLASS-PURSE \$3,000.

PACING-2:10 CLASS-PURSE \$2,000 (UNFINISHED).

POLO

MEADOW BROOK TEAM TAKES THE MYOPIA PLAYERS INTO CAMP.

THIRD CONTEST FOR THE POINT JUDITH CUPS FURNISHED EXCELLENT SPORT-DE-

INT TELEGRAPH TO THE TRIBUNE.] Narragansett Pier, R. J., Aug. 1.—The summer olonies of Newport and Point Judith were well represented to-day at the polo grounds of the Point Judith Country Club, the occasion being the third contest for the Point Judith cups, teams of the champion brand contending. A close finish was generally expected, and much laying of wagers was rife among the knowing ones, who were posted as to the relative merits of individual players on the teams, namely, the well known Meadow Brook "Light Blues" and the locally popular Myopia.

As the players lined up before Referee R. L. Beckman at 4 o'clock they were as follows: Meadow Brook, W. C. Eustis, C. C. Baldwin, H. P. Whitney and George Eustis; Myopia, C. G. Rice, R. G. Shaw, 2d, R. L. Agassiz and H. H. Holmes. dicaps being ignored in all contests for the Point Judith cups, the players had an opportunity to try out on an even footing, which is exactly what the public are best pleased to see when a purely amateur contest is to be decided,

The Myopians Rice, Shaw and Holmes had Blackwood Fay with them last year in their battle with W. C. and J. B. Eustis, Baldwin and Whitney for these cups, and fairly itched to take their re venge for the severe drubbing they had in mind, namely, 104 made last year by the Light Blue brigade, as against 34 earned by themselves. The Myopians, now having that remarkably clever player Agassiz with them, and having beaten the first Devonians on July 26 514 to 4%, felt pretty confident they could hold their own this year, and when it was known that Benjamin Nicoli was not playing with the Blues the money of the Boston contingent was quickly deposited where it could pay highest returns on the Myopians when they would so their well wishers believed, just canter in a goal

It was all prettily cut and dried, but, as will sometimes happen in the best of regulated families, the "biters got bit," and the Light Blue champions the "hiters got bit," and the Light Bine champions won the tissie by 3½ goals to 2½ made by the Myopians. Orders for wine dinners, new hats and boxes of gloves are now being filled as rapidly as the unfortunates can scrape together the wherewithal. As illustrative of cohesive scientific play in an opening bout, close combination in a second, an entire change of tactics in a third, and a life and death struggle as a finale, the summary of the score following will speak to enthusiasts in plain terms. Summary:

First Second Third Fourth period period period Totals.

Meadow Brook....0 1 1% 1% 1% 3% 3% 3% 2%

From this it will be seen that while both out-fits were fresh in the first period, science ruled their movements, and neither side scored. In the second the closer adherence to time work put the second the closer adherence to time work put the Meadow Brook team ahead, then a change of plan let their pincky opponents get an advantage, and last came the hammer, hammer of the solid phalanx in azure that told its tale against the Myoplans. Baidwin's fluke shot across field at the last squeak, putting a dangerous ball over the bounddary, his side being then just half a goal to the good. That the stroke for over the boards was accidental must, of course, be accepted by all good sportsmen, for Baldwin is admitted to be as good a fighter "as ever came down the pike." He is, no doubt, his own hard critic for thus finishing a plucky battle. Such a shot, if intentionally made, is voted poor sportsmanship, just as was remarked

plucky battle. Such a shot, if intentionally made, is voted poor sportsmanship, just as was remarked in these columns when Agassiz put the ball over the end line as a finisher to the Myopla's game against the Devonians, already mentioned.

It was in the second period of to-day's game that the players got down to business in the goal making line, for the exchanges were so well returned in the first that Rice missed scoring once, and as good a chance was let slip by a player in blue. In opening for the second bout, Agassiz neglected a splendid chance at east end. Then Whitney's good direction was admired, but Shaw was the more rapid a second later, and first blood went to his credit, while the crowl shrieked with glee. Whitney's clever gray mount turned on the proverbial ten cent piece and gave him the opportunity for some pretty work opposite the pavillon, where his friends greeted him. Then W. C. Eustis came rapid a second later, and first blood went to his credit, while the crowd shrieked with glee. Whitner's clever gray mount turned on the proverbial ten cent piece and gave him the opportunity for some pretty work opposite the pavilion, where his friends greeted him. Then W. C. Eustis came along in his oldtime meteoric style, and, despite opposition from Harry Holmes, scored for the Blues. Then Baldwin got in a clip from the hear side, but it went unprofitably over the line, Eustis meanwhile cantering wild. Then, with a sledge hammer blow, Holmes put the ball almost to half field from the back line. Agassiz's swing for the border then amounted to nothing, as when Shaw picked up for a cross field drive Whitney was in his way and returned. Then Shaw clove the atmosphere in a reaching stroke, while the ball lay in front of the house. Whitney cut too short and Shaw did likewise, Baldwin coming in neatly with a clip across that astounded the on-lookers. Shaw then appeared to cross Baldwin, but the referee did not see it.

Holmes's run from a grand knock-in was a scorcher, but Whitney's Whilwind put him there in time to prevent mischlef, so the dash came to naught, notwithstanding Shaw's attempt to follow it up, for Whitney again got "on" the ball, which then became Shaw's once more as it bounded, he and Baldwin both proving their ability with spheres on the jump. The speed of the ponies was by this time simply terrific, and William Eustis's backstroke a power for the Blues to swear by. Then Holmes flashed through his field, until Eustis stopped his pranks by heavy and determined interference. Agassiz next had the floor, driving in full career, until he was suddenly bereft of the ball by Baldwin. Then down in the eastern corner Whitney turned like magic on the blue roan pony, his clever stroke being tantamount to a goal well saved. But Baldwin upset all arrangements by making an awful shot over the line. Holmes got in a pretty one past the east posts, but afterward rode over the ball as Whitney came through into centre

the east posts, but afterward rode over the ball as Whitney came through into centre, just as time was called.

Then in the overtime George Eustis got it away from Holmes neatly. On the border W. C. Eustis missed an easy one. Whitney picking up the leave. Columbus Baldwin "lofted" it to a rousing cheer along the northern line, Shaw missing at speed as the sphere rolled west, where Whitney was on hand to save it going through the sticks. Then Shaw struck hard at the air again, and in the race west for the knockout the ponies were seen to wilt, and a change was ordered. As thrilling a scene as any was when Baldwin came flying over the sward in the final tussile, only to miss in front of his friends. But George Eustis followed like a Trojan and backed beautifully, again right opposite the goal and still another, the last stroke clipping the ball from beneath his own pony, the audience voting him a fitting mate for Holmes, who made a host of firm friends to-day, once, in particular, by the way he and his nag took a couple of jumps and the ball went sizzling off his mallet to the boards and outside. Shaw was often on the wrong side of Eustis and Whitney, but at times this made no difference, as he clipped the sphere away as if there were quicksliver in his mallet, so that he fairly hypnotized his audience.

So the battle long locked forward to was won and lost, and now the knowing ones are turning their attention to next Saturday's great fight hetween the Westchester (Newport) cracks and the Meadow Brook light blues. To-morrow the first players of the Westchester Country Club meet the first Point Judith men, with young Morton Smith, captain of the Staten Islanders, on the team. The second contest scheduled for to-morrow, between Dedham and Myopia, has been declared off, the last team withdrawing.

ROWING.

TEN EYCK LOWERS RECORD FOR LAKE QUINSIGAMOND COURSE,

Worcester, Mass., Aug. 1.-The second annual regatta of the Quinsigamond International Regatta Association, at Lake Quinsigamond, this afternoon, was witnessed by nearly twenty-five thousand peo ple. Despite the fact that none of the prominent racing standpoint. Ten Eyck was the hero of the regatta, and was greeted with continuous cheers while he was on the water. He made two appearances in the final heat of the single sculls, and in the eight-oared race as stroke of the Wachusetts crew. His rowing in the singles was the feature of the regatta. He had Kubic, of Springfield, for a competitor, and lost him about twelve lengths. It was the most severe heating Ten Eyck has given any sculler, and was done for the purpose of making a record for the course. The previous record was 9:58 2-5, made by him in his race three years ago, with Whitehead. To-day he covered the course in 9:46 3-5. The work of the Crescent Canoe Club paddlers was another feature, the New-Engand champions getting away with both canon events. In the four blade race the Tatassist and Lakeside clubs, of this city, were easy victims, and in the war cance race the Lakeside men were easy

prey.
Two accidents marred the day's pleasure, and both occurred in races on which the only betting was done. The first was in the trial heat in the single sculls, between Lewis and Kubic. Lewis was four lengths ahead a quarter mile from home, when his port scull caught in a rope near a camper's float and he was whipped out of his boat. He swam ashore and finished the race, although Kubic was fifteen lengths ahead. In the eight cared race between the Wachusetts and Worcester schoolboys, between the Wachusetts and Worcester schoolboys, one of the prettiest contests imaginable ensued for a mile, with the Wachusetts in the lead from a quarter to a full length. A half mile from home the schoolboys came up fast, and the Wachusetts coxswan lost his head and permitted his crew to get into the schoolboys water, with the result that the bow oar in the school crew could not row. Umpire Walter Stimpson disqualified the Wachusetts crew. The summaries follow:

Trial heat, four blade cance race, one-half mile straight way. Won by Crescent Cance Club, of Waltham, George, E. Silvernali (stroke, J. B. Mesel, W. B. Whalpley, H. B. Arnold, Tatassist Cance Club, of Worcester, A. H. Lange (stroke), Hervey E. Lamb, "Fred" Coulson and E. J. Somers, second, Time—4:00%. Trial heat, shorts

and E. J. Somers, second, Time 4:06%.

Trial heat, single sculls, shell, one and one-half miles, with turn—Won by Amos Kubic, Springfield Boat Club; Charles H. Lewis, Wachusett Boat Club, of Worcester, second. Time—10:15%.

Final heat, four blade canoe race, one-half miles straightaway—Won by Crescent Canoe Club, of Waltham, George E. Silvernall (stroke), J. B. Meisel, W. B. Whelpley, H. R. Arnold; Lakeside Boat Club, of Worcester, W. G. Whiting (stroke), J. E. Washburn, B. S. Flint, H. H. Ames, second. Time—4:12%.

Final heat, single sculls, shell, one and one-half miles, with turn—Won by Edward H. Ten Eyck, Wachusett Boat Club, of Worcester; Amos Kubic, second. Time—9:46% (lake record). with turn—Won by Edward and Skubic, second. Time—
Boat Club, of Worcester; Amos Kubic, second. Time—
9:46% (lake record).
Final heat, war cance race, one mile straight away—
Won by Crescent Cance Club (George E. Slivernall,
stroke; H. B. Arbold, M. J. Donovan, F. W. White, H.
Stroke; H. B. Arbold, M. J. Donovan, F. W. White, H.
G. Brewer, John Meisel, F. W. Field, Willis A. Wilcox
and William B. Whelpley, helimanan), Lakeside Boat
Club, of Worcester (W. V. Rica, stroke; H. A. Billings,
W. A. Gray, A. H. Lagne, I. H. Verry, W. G. Whiting,
Fred Coulson, E. J. Somers and W. H. Puller, helmaman), second. Time—7:02.
Final heat, eight cared shell race, one and one-half
miles straight away—Won by schoolboys' crew, of
Worcester (Walter Weyer, bow; Richard Mitchell, No. 2;
T. J. O'Toole, No. 3; Theodore Brown, No. 4; Rufus
Gould, No. 5; Clare Taylor, No. 6; C. B. S. Jackson,
No. 7; Frank J. Kerns, stroke; John J. Quinn, coxswafin),
Wachusett Boat Club Joseph Flags, bout John Kelley,
Wachusett Boat Club Joseph Flags, bout John Kelley,
Wachusett, No. 5; John J. Herbert, No. 6; Charles H.
Lewis, No. 7; Edward H. Ten Eyck, No. 8; James F.
Reagher, coxswain), second. Time—8:27.

(For other sports see page four.)

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